



messing about in BOATS

"Loonfeather" ...a Backpack Camper Cruiser

Special Feature This Issue

Volume 11 - Number 17

January 15, 1994





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Our Next Issue...

Will feature a comprehensive report on the plans you can obtain from the Smithsonian Institute, a truly world class collection now available at very reasonable cost. Other design topics will include Phil Bolger's "38' Houseboat Concept", Berk Eastman's 14' "Candu E-Z" electric tugboat, and Steve Axon's suggestions for some mods for the Sea Pearl beach cruiser. On that beach cruising subject, we'll review the book, "Beach Cruising & Coastal Camping" by Ida Little & Michael Walsh, who lived, and write about, just the sort of stuff many of us dream about. Robert Hoge continues his saga about building his instant boat ("The Fourth Greatest Lie?") in "It Ain't Finished til...", Jim Thayer brings us another installment of the "Saga of Sow's Ear", Ward Bell describes his "Cheap Shelter" and John Canning reports on "Building My Adirondack Goodboat".

For events coverage, Jim Lacey reports on what transpired at Mystic Seaport's Southern New England Maritime History Symposium in late November. And several readers bring us tales of their modest adventures: Ruth Dunstone's "Florida Love Bugs", Joyce & Wally Birkenheir's "Adventure off Baja", Jim Thayer's "Sailing on Great Salt Lake", and Michael Briggs' "Earth (Water?) Quake in Long Beach". And, Tom is back with further adventures in "The Damn Foole's Progress".

On the Cover...

John Thomson says you cannot experience real quiet camper cruising until you backpack your boat into an inaccessible mountain lake, and he shows us his "Loonfeather" in such a spot on the cover of this issue. John tells us all about his innovative design in this issue.

Commentary...

It's winter again and for many of us the time is at hand to get to work on a boat. The seasonal shift indoors for many of us of the focus of our messing about in boats usually brings in our mail an increase in the number of requests for us to publish more "how-to" articles. The nature of such letters tends to suggest to me that the writers are quite new to this hobby and thus in need of much advice, and they understandably feel that a periodical such as this one could bring them more of the nuts and bolts of boatbuilding.

I haven't emphasized this "tech manual" approach to publishing this magazine because I'm not a techie in the sense that my interest in small boats is solely in how to build them. When I was much more oriented along those lines a dozen years ago I found that the way to find out how to do what I wanted to do was to buy the books devoted to the specific subject currently holding me in thrall. So I bought the John Gardner books, "Building Traditional Small Craft" and "The Dory Book", and their like. From these I found what I needed to know in compact, readily at hand references.

So I suggest to those asking for more "how-to" articles to look into buying the books on the topics in which they have particular interest. A periodical has limited room in which to fully develop detailed building articles, and spreading them out over a number of issues makes them less readily accessible. And of course whatever the choice of topic is, it isn't the one someone else is interested in.

My approach has been more people oriented, I prefer the article from someone on "How I Built My..." instead of the expert text on "How to Build Your..." The little vignettes of personal experience on various boatbuilding projects often illuminate the topic more helpfully than expert lecturing. A common trouble the expert at anything suffers from is having forgotten what it was like to be a beginner, and thus taking for granted that a certain threshold of knowledge exists amongst his potential readers.

Messing about in boats is a topic heavily freighted with human interest anyway, the undertaking of building a boat (or restoring or fixing one up, or just working on one) is sort of quirky, people who decide to set up a shop in their cellar in which to make furniture are much closer to mainstream America than are those of us who become attracted to boatbuilding. I find this human side of any project its most appealing. How all the boards and bits go together is not of great fascination to me, for while boatbuilding can be thought of as a craft for skilled workmen, it's actually not tootough for any reasonably handy person who can understand what he reads. Given enough time, an amateur can build anything.

In my early years at this I read all the boatbuilding books pertaining to my interest, chiefly in wooden sailboats. I found

out how to do what I undertook to do. I'm a lifetime home handyman, since childhood building and fixing things, so moving this experience into boatbuilding at the amateur level I aspired to was not difficult. The books told me the important stuff I needed to know.

Today the choice of boatbuilding books is ever so much more wide ranging. International Marine Publishing (Blue Ridge Summit, PA 17294-0850) alone has hundreds of titles about any and all sorts of boatbuilding, repairing and restoring. A copy of their quarterly catalog is what you need if you're one who is desperate to learn.

My somewhat jaded outlook on the "how-to" books gets in the way of my reviewing what are certainly some useful books for many of you. I just cannot sit down to read tech manuals with relish, I do not get caught up in the pursuit of the details on just how all the various bits of whatever boat is under discussion fit together. I already know in general how this is done. If I had in mind to build a specific boat, I would do so from plans for it, which would give me all the information I need to know. So some informative and useful books on boatbuilding that I get to see just don't get read. Skimmed through maybe for overall content.

I'm often reminded that the old "Small Boat Journal" had this "how-to" stuff in it and how useful it was. Certainly true, this was one of that magazine's charms. But, they had someone who devoted his attention to the subject, a techie minded writer fascinated with all the bits and ways. I don't have this assistance (staff??), and I don't have the time nor inclination to do it. I'm too busy getting enthused about the people who are doing these things, and how their efforts turned out.

Yes, books are the way to go for acquiring the knowledge you need to pursue the project you have undertaken. Our magazine can put you in touch with others who have done, or are doing, what you plan to do. The networking aspect of this is a real useful service to readers. All it takes is a note from you about what you hope to learn from someone to help your project along. We publish it and most likely someone out there will respond. Usually it's not me. Despite the apparently common view that anyone who edits a magazine must be an expert on its subject, the fact is that the only thing I have expertise in is publishing a small magazine. I can pass on your questions either by direct referral or by publishing your letter, but usually cannot give you the answers to your particular situation.

If any of you are techie types fascinated with the "how-to" stuff and would like to do book reviews on such topics, let me know. I've got a pile of review copies here I'll never get to read that you might really enjoy having, and your comments on these books would be a lot more valid than mine.

I am going to offer a few words of wisdom (warning) to my readers. I hope you will take heed.

Today was a rare day in my life. I was able to actually sit and read for many hours without interruption. The reading matter was, of course, boating.

I read two magazines and the better portion of one book.

In all these publications I noticed one very disturbing theme: The authors want the reader to put trust and faith in the employees of facilities the reader had never visited before. "Ask the marina, they will know". As my daughter would say "I don't think so Dad." The sad fact of the matter is that people do it.

I don't know where these authors cruise, but I do know it is not to some of the marinas I have visited. We, as writers, have an obligation to our readers. We must provide accurate and helpful information. In this way we are worth reading, and I like to feel we earn our keep. Using "ask whoever" phrases is as helpful as not saying anything at all about the subject. Maybe more so. You are telling the reader to rely on someone else, who may, or may not be, well versed in the answers.

All of us know that everyone has an opinion, right or wrong, we all have one on most every subject. The problem arises when we stop using our better judgement, and rely on others to tell us what we have the full capabilities to reason out for ourselves.

The point I want to get across is just this, don't go on blind faith. Don't believe all of what you are told by writers, marina employees, or others with whom you discuss the various issues of boating. Rely on YOUR best instincts!

The following is just one of the many examples of the above. In one of the magazines the author stated, "The marina will know where to properly slip your boat." Read on!

What follows is not meant to demean the employees of marinas. In all the marinas where I have been a "guest", the full time people know their jobs very well. If they have led me wrong, it has been by misunderstanding what my needs were, not lack of knowledge.

The problem arises when we cruise into a marina where we have made a reservation, usually for the weekend, and radio for assistance/assignment. The odds are at this time of the week we will get a part

Knowledgeable? Don't Count on It!

By John Kaufman, Aboard "Ship Happens"

time person (being a business owner myself I know how hard it is to train full time employees, let alone trying to train all the part time people). Chances are they do not know boats, or what is needed for a vessel to be safe and secure so you may enjoy your stay without the worry of your boat.

Far to many times we have called for a slip assignment, given all the proper information to the person on the other end of the radio, (who didn't know to ask for all that information) and received assignment for a slip that would barely fit a 20 foot vessel, let alone my 42 footer. These people know what slips they have open, by the number, but they were never told what size boat will fit in that slip.

I hesitate to think of the number of times I have turned into a fairway to discover it was barely wide enough for my beam, never mind turning to get in the tiny slip they assigned. This puts a real strain on your patience, considering you are there to enjoy yourself, not test your skills in using a shoehorn. After you have twitched your nose, managed your feat of magic, and your boat is securely in the slip (it has to be secure, it's wedged tight in between the finger piers) they are kind enough to remind you of the fee you must pay for this challenge. This is the time I choose to question their job training. I have already questioned their parentage (somewhere in the last paragraph I must have thought of all the times this has happened, for now my chain is yanked).

All I am asking the marina owner or operating agency to do, is simply let the people on the radio know what size the slips are and tell them to put the right size boat in the right size slip. If I have made a reservation for a 42' slip, I expect a 42' slip (as do the rest of us). If they don't have a 42' slip, tell me so, and I will call them the next time I would like a slip. Try to put me in one more 20' slip and I not only won't stay tonight, I'll never call again.

This doesn't happen at every marina, but it has happened enough to warrant this article. On the positive side, there have been many marinas that I will go to for many years to come. Usually we don't go to marinas very often, I prefer to anchor off. If anyone on board wants to go ashore, they take the dinghy that will fit in a 20' slip.

The purpose of this article is not to demean marinas, it is simply a warning to use YOUR best judgement, not theirs. With a little luck, maybe, just maybe, a few marinas will see themselves as their patrons see them.

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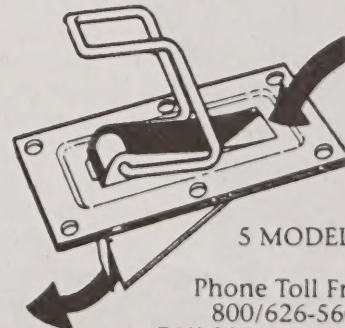
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UNITED STATES COAST GUARD AUXILIARY

A Voluntary National Organization

Contributed by Tom Shaw

dedicated to the promotion of SAFETY in the maintenance, operation and navigation of SMALL CRAFT

Tugs, Barges & You

"Tug with two loaded barges about a quarter mile ahead," reports our faithful lookout as we cruise up the ICW. The skipper has three logical reactions to the news. A) "So what?", B) "Man the panic stations!" and C) "What do I know about tugs and barges that will enable me to have a safe and comfortable passing?"

Assuming option "C", here some of the things the skipper needs to know, things that, oddly enough, are not often found in the "how to be a better boater" books.

First, the Intercoastal Waterways were not devised for the pleasure boater. In a very real sense, we recreational boaters are the "guests". All that government money that was and is spent on building and maintaining the ICW is from the Department of Transportation and is primarily for commerce. Joe Cruiser and Bill Fisherman are the fortunate sharers of thousands of miles of dredged and well-marked channels. Instead of cussin' that tow, we need to remember that he has every right in the world to be there. We share the waterways with him.

One of the most apt slogans of the Coast Guard Auxiliary is, "Know before you go," and there are some essential

things that recreational boaters need to know about the tugs and barges we will meet or overtake.

Fact One about a tug and tow is that he is "restricted in ability to maneuver." His draft constrains him to the center of the channel. His size makes fast turns impossible. His visibility, especially under his bow, is severely limited, even from a high pilot house. He must maintain speed to have any steerage way (and with a following tide this may mean that he is moving pretty swiftly over the ground) and HE CANT STOP! A tug with two loaded barges may take as much as a mile to go from cruising speed to dead in the water. Newton's first law, force = mass times velocity squared, cannot be denied. While the tug's "velocity" may be a conservative eight to ten knots, the "mass" means there is a very significant time and distance in which the tugboat captain is essentially powerless. The message is clear: we, in our maneuverable recreational boats, need to get out of the way.

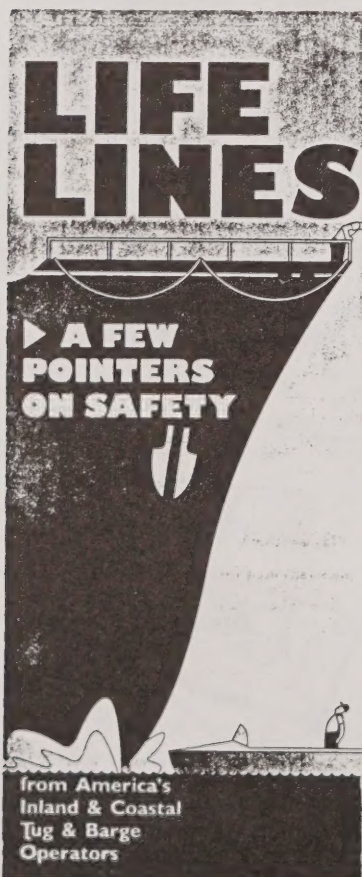
Fact Two is that a tug pushing deeply loaded barges in a narrow and shallow channel such as is much of the ICW displaces an astonishing amount of water. When the tow passes, all that water rushes

back into the tug's wake creating what is improperly called "tug suction", a force that "sucks" small boats and other objects from the edge of the channel towards its center. A small boat passing too near the stern of a large tow may be pulled off course and be temporarily out of control long enough for disaster. Be ready to apply full power to break away. The same force of water rapidly returning after being displaced by the tow can draw a crab pot and its buoyed line into the path of a passing boat where it can wrap itself around the propeller shaft with most unpleasant results.

How does the small boat skipper safely "share the waterway"? First, he has real respect for the forces generated by the tug and barges. He is keenly aware of the tug's severely restricted ability to maneuver. In a head-to-head passing, he stays as far to the side of the channel as his draft will allow, passes slowly to avoid the tug's wake and keeps his hand on the throttle ready to apply power if his vessel experiences the "suction" caused by the tow's passage.

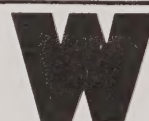
When overtaking a tow the wise skipper uses his VHF radio on Channel 13, the "ship to ship channel." "Northbound tug passing day mark 144, this is the 24 foot cruiser "Happy Time" astern of you. Advice on when and how to pass." And the response from the tug's captain will be something like this. "Happy Time", this is the tugboat "Hefty". Please wait till we pass day mark 142. Then pass on my starboard side. I'll be watching for you."

All that remains is a brief "Thank You" when "Happy Time" has safely passed the tow.



In many inland and coastal waterways where recreational boats operate, barges, tugboats, towboats and big ships carrying tons of cargo also pass. The inland and coastal waterways do not "belong" to any single type of vessel—recreational or commercial. An awareness of the constraints under which these commercial vessels operate provides recreational boaters with the best protection against danger.

This brochure is intended only as a supplement to other sources of information on seamanship and rules of the road. It assumes that you, the boat owner, know the rules and appropriate signals. If you don't, it might be in your best interest to contact the United States Coast Guard concerning boating safety training.



HAT

RECREATIONAL BOATERS SHOULD KNOW

Commercial vessels, including towboats and tugboats operate 365 days a year, 24 hours a day.

The speed of a ship, towboat, or tugboat can be deceptive. A tow can travel one mile in seven minutes—a ship even faster—and it generally takes ¾ to 1½ miles to stop. For example, if a water skier falls a thousand feet in front of a moving tug or tow, the skier has less than one minute to get out of the way.

Large vessels must maintain speed to steer, and they must stay in the channel—it's the only place deep enough for them to operate. Many channels are unmarked. On some waterways, the channel extends bank to bank, so expect vessel traffic in any portion of the waterway.

A Pilot's "Blind Spot" can extend for hundreds of feet in front of deep-draft ships, tugboats and towboats pushing barges.

When operating in narrow canals, be aware that a tug or tow's powerful engines can cause a smaller vessel to be pulled toward the tow when passing alongside.



"Wheel Wash" is a strong underwater current caused by tugboat or ship engines that can result in severe turbulence hundreds of yards behind a large vessel.

A tug without barges in front could be towing a log raft, barge, or other objects on a long submerged line behind it, which lie low in the water and are difficult to see. Never pass closely behind a tugboat.



Sailboating on inland rivers can be hazardous, and sailboaters and wind surfers should know that a tow or tug can "steal your wind"—so you won't have the same wind you started with when executing a sailing maneuver near a commercial vessel.

Commercial vessels operate safely in all weather conditions, including low visibility, making extensive use of radar. Why take a chance?

Ships, towboats and tugboats use VHF radio channels 16 and 13. If you are unsure of your situation, or their intentions, feel free to contact them. Remember you are sharing the waterways with vessels operated by highly trained and conscientious professionals. If you have a true emergency, or need information, they can and will help if properly contacted.

WHAT RECREATIONAL BOATERS CAN DO

Don't operate a boat while drinking alcohol or using drugs. Over half of all recreational boating deaths are due to alcohol impairment. It's proven that motion, vibration and engine noise, combined with the sun, wind and glare of the marine environment compound the effects of alcohol.



Designate a Lookout! Assign one person in a recreational boat to look out particularly for commercial traffic.

Watch for ship, tug or towboat lighting at night—don't rely on trying to hear one approaching. Pay attention to the sidelights of tugs and tows, rather than the masthead lights.

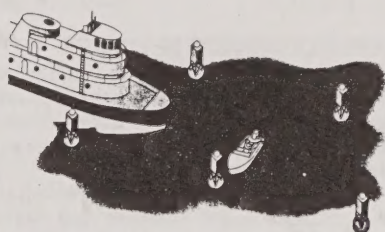
If you see both sidelights, you're dead ahead, and in the path of danger.

Towboats and barges approaching bridges and locks need to be lined up and committed to their approach well ahead, and it's dangerous and difficult for them to change course. For safety, stay out of the path.

Avoid cargo loading docks and "parked" or moored vessels in fleeting areas. There are many loading areas, or "terminals," along the nation's inland and coastal waterways. Stay Clear!

Understand whistle signals. At least five or more short blasts on the whistle is the "danger" signal. Stay clear of vessels sounding the "danger" signal.

Use safe anchorages. Coast Guard navigation aids, like buoys, mark channels for shipping, and it is illegal and dangerous to tie up to them. Each year commercial vessels ram and sink boats anchored in navigation channels or tied to buoys.



Don't water ski or jet ski in and around tows. That's a risk not worth taking. Jumping wakes, riding close alongside, or cutting under the bow or stern of a tug or tow could cause a boat or skier to be sucked through a towboat's large propellers.

Wear a life jacket at all times. Over 82 percent of those killed in boating accidents in recent years were not wearing life jackets.

A CHECKLIST FOR LIFE

Drinking and boating are a deadly mix.

Designate a lookout particularly for commercial traffic, both day and night.

Know the rules for visibility and abide by them, especially at night.

Avoid ship channels. Cross them quickly.

At least five or more short whistle blasts mean danger.

If you have the equipment, listen to VHF radio channels 16 and 13.

Wear a life jacket, properly fitted and fastened.

Learn all the navigation rules and **live** by them.*

*The U.S. Coast Guard Navigation Rules are available from the U.S. Coast Guard by calling 1-800-368-5647.

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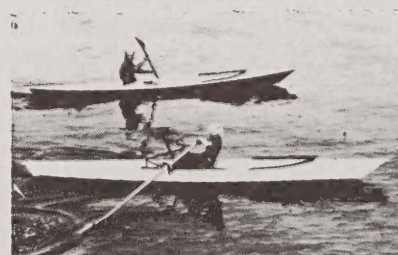
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"PRACTICAL JUNK RIG"

I paid \$49.95 for "Practical Junk Rig" when it first was published here. The price didn't scare me because I knew something of the men behind it and I knew they had something to teach me.

A recent letter on these pages called this book, "overpriced and damn near impossible to figure out."

"Overpriced"? It sold out.

"Impossible to figure out"? Well, it isn't a book to be scanned, but rather one to be studied. I know of no other definitive text on the subject. If one seriously is interested in knowing about junk rigs, everything is there. By the time I had read it carefully three times I was able to design with confidence a complete junk rig for the boat I have been building for five years, and might finish some day.

I believe the original publisher was Adlard Coles, who knew a good book when he saw one. In my mind, Hasler/McLeod's "Practical Junk Rig" ranks right up there with Coles' "Heavy Weather Sailing". Each in its own way is a classic.

At last summer's Wooden Boat Show in Newport I had the great privilege of meeting Michael Richie and "Jester".

Warren Ross, Hampstead, NH.

Editor's Note: For an alternative information source about junk rigs you might want to look into "The Chinese Sailing Rig...Designing & Building Your Own", by Derek Van Loan, published in paperback by Paradise Cay Publications, P.O. Box 20, Middletown, CA 95461.

ANOTHER ASPECT OF ST. MICHAELS

We enjoyed our visit to the Mid-Atlantic Small Craft Festival at St. Michaels, Maryland in October, and reading your subsequent report. My "significant other", not a boat person at all, found the people there to be warm and interesting, making the event a highlight of an otherwise just "okay" excursion.

Steven George, Manahakin, NJ.

OARMASTER CAUSED SINKING HEART

My heart sank when I saw the results of the Oarmaster Trials because the boat I am going to build is a Marblehead dory skiff, which did not exactly shine in those trials. I believe I have rowed that very boat at Mystic and I was very impressed with it as a nice feeling and nice looking boat. It felt really big and I bet it sails like a charm.

The Marblehead skiff I am planning to build is a different one, though. I pored over plans for many hours before deciding on this one. It is narrower and has a much narrower transom. It looks pretty slick on paper. Perhaps we'll get to see how it does in the Blackburn next summer.

Paul Murray, Storrs, CT.

SOFT WATER ALLURE

It is very difficult to talk myself into taking my Elver yawl, "Bivalve", out of the lake here when it refuses to get cold. The good part of all this warm stuff now is that winter will seem shorter. As much as I like hanging out in my iceboats, I still prefer that gentle rocking motion, so hard to achieve on the ice.

Rich SantaColoma, Mahopac Falls, NY.



Your Commentary

A COUPLE OF MODEST FEATURES

I would like to suggest the inclusion of a couple of modest features that I think would appeal to many of your readers looking for information on small boat design, construction and maintenance.

1. Something akin to "Wooden Boat's" "Launchings" feature but with added emphasis on designs and construction methods that offers an educational opportunity as opposed to pictures of yet another varnished "Wee Lassie". I envision a picture, brief description and designer/builder's address. I would rather see several boats or experimental rigs with brief descriptions on one page than one boat with a lot of talk.

2. A listing of readers who would like to correspond with others having similar nautical interests, sort of an information exchanging pen pal club. Readers wishing to participate would submit name, mailing address and brief listing of their interests.

A request. When something unique is reported could we have details or information source? Example: In the November 15th issue you pictured Tim Meakins' crab claw sail rig but gave no information as to his whereabouts. The same goes for Marilyn Vogel's newsletter for sailing canoeists. How can I contact her?

A complaint. I see ads for used boat plans (or requests for them) in the classifieds. I feel it is unethical to sell currently available plans and don't think the magazine should cooperate in helping to rob the designer.

James Thomas, Oroville, CA.

Editor's Note: Interested readers wishing to follow up on these suggestions can do so, I'll set up whatever the input deserves.

"EXPLORER" INFO WANTED

I am looking for information about who built the 17' "Explorer" sailboat, along with any specs on this boat. I recently bought one from some folks who bought it used in 1967 and they had absolutely no information about the boat other than its name.

Henry Schorreck, 282 Iris Dr., Pasadena, MD 21122.

CREDIT FOR LUKE

Our sixteen year old son, Luke Farris, was surprised and delighted to receive the November 15th copy of "Messing About in Boats" covering the Mid-Atlantic Small Craft Festival. He was even more surprised and delighted to see his kayak pictured on page 8. Imagine, however, his dismay to find it was misidentified as Bob Grove's!

Luke, then not quite 15, built the Chesapeake Light Craft design under the guidance of, and with much help from, an 80 year old friend. Neither had ever built a kayak before; they had planned to build a sistership but decided they'd never have time to go paddling at that rate. Luke kept the boat and helped his friend with lawn care instead.

Boats are a compelling interest for Luke (his father and I think that messing about in boats is as good a way as any to keep young people off the streets); a junior at Easton High, he works as a dockhand at the Chesapeake Bay Maritime Museum, and helps with the summer sailing program there. Besides paddling, he keeps in shape as a distance runner on his school's cross country and track teams. After he saw the "six hour canoe" at this same festival (that's Luke bending over the canoe on page 7, by the way), he decided that Buffalo would be a grand place to go to college...

Dody Welsh-Parris, Easton, MD.

ANYONE HEARD OF WILLIS BOATWORKS?

I have recently come across a 14' double cockpit runabout, Serial # 523-2 and a Willis boatworks tag on the transom knee. I am considering restoring it and it would be helpful to learn more about Willis Boatworks, of Dallas, Texas, and/or this boat they built.

Bob Johnson, P.O. Box 524, Long Lake, NY 12847-0524, (518) 624-2308.

"FEEBLE" POWER

Castings for the Greenly 1/2hp, 1-3/4"x2-1/2" engine for "Feeble" in the October 1st issue are available from Miniature Power Products, RR 1, Woodstock, ON N4S 7V6, Canada. Castings are faithful to the drawings you published and are of excellent quality. Finished engines are available to order.

Hydrokineter, Buffalo, NY.

"OARATORY" ON OARS

I had not intended to deliver an oaratory, oar to risk boaring you about the subject of oars; you might become soar at me, and that would be oarrible. I realize you didn't request this information noar oardain that I provide it.

But sit back and nibble on an oar d'oeuvre and consider that with an ordinary and oarhodox oar you could probably row to the Oarkneys. I don't think that the colour of the oar is important, for anything from oorange to oargandy is okay, but it is vital to put them away at night in a proper oarhouse. Furthermoar, the oarlocks can be from iron oar or from copper or zinc oar, it does not matter. What moar can I say?

John Larsen, the "Oaracle", Pueblo West, CO.

ABOUT SKIMMERS

Keep up the good work. I always drop everything when your magazine arrives and sit down to go through it. I particularly like those features having to do with design. Of course, Bolger's page is my favorite. It would be neat if he would consent to contribute, and you would have the room to print, descriptions and comments by Bolger as he did in the late "Small Boat Journal".

For the past few years I have been refurbishing and upgrading Black Skimmer #1 which belongs to a friend. It has been fun and instructive to correspond with Bolger and to write and talk to Mike O'Brien who built it.

I noticed with interest the December 1st article on the rowing catamaran "Skimmer". I became interested in this design a number of years ago when an article appeared in a small magazine featuring new ideas having to do with healthy living. One of your strengths is that you include the broadest cross section of ways to mess about. I have over the years gotten information and a video from the manufacturer about the "Skimmer". It seems to be ideal for the kind of rowing I do. I more often row on the Chesapeake than anywhere else and even though my Rangeley Lake boat is pretty seaworthy when properly handled, there are days when I don't go out for fear of swamping. Also the Rangeley weighs over 100 pounds and I need someone to help me load and unload it from the roof of my van.

Because that limited the number of times I could get out on the water, I bought one of Platt Monfort's 14' Snowshoes. At 24 lbs I can carry it pretty much wherever I want to go. The Skimmer combines lightweight with unswampability. The early Skimmers used the "Onboard" rowing unit. I have one of those which I use in my Rangeley. Because I am 6'7" tall and weigh 220 the fixed seat concept keeps the pitching to a minimum.

If I get a "Skimmer" I will convert it to use the "Onboard" unit because with the Skimmer's needle like hulls and my weight, pitching will be a serious problem. I do not wish to spend the cost of a new "Skimmer", but I would like to buy a used one. If the person selling it wanted to keep the rowing unit and oars, that would suit me fine as I already have those. If it was one of the older "Skimmers" that was configured for the "Onboard" unit, so much the better. I might be amenable to some sort of a swap for the "Snowshoe 14".

Charles Raynor, Richmond, VA

THAT PORT MADISON PRAM

I wonder where I might get some information on that 14'6" Port Madison pram pictured on the lower right of page 10 in the November 1st issue?

Tom Brooks, 88 Orienta Ave., Lake Grove, NY 11755.

USER FEE IN 1994

The U.S. Recreational Vessel Fee imposed two years ago is being phased out, and for 1994 it is not required for any recreational vessel under 37' LOA.

U.S. Coast Guard, Washington, DC.

KAREN'S CARDS

Winter is coming on and I'd like some dreaming material so please send me the listed photocopies you offer of some of those bygone camper-cruiser articles.

How do you like Karen's card? While I continue to do my messing about in boats, my wife Karen does these cards. Watercolor paintings and drawings are her thing.

Bill & Karen Rutherford, 59 Carson Ave., Metuchen, NJ 08840.



Myrtle Skimmer

Karen Rutherford



ABOUT SCHOONER APPEAL

I was interested in your account of your experience on the "Adventure" as related in the October 15th issue. I had the same sort of experience a few years ago on the schooner "Quinnipiack" and have become a volunteer shipwright and crew member aboard her. A wooden ship requires continual attention so I'm kept hopping between the schooner and my boatshop!

Elliot Wilcox, Bayberry Creek Boatshop, 311 Chaffinch Island Rd., Guilford, CT 06437.

Editor's Note: "Quinnipiack" is a 91' replica coastal schooner launched in 1984. She belongs to Schooner, Inc., 60 S. Water St., New Haven, CT 06519, (203) 865-1737, a private non-profit marine education organization devoted to marine education relating to saving Long Island Sound and preserving that area's local marine resources, history and culture.

OLD STUFF IS GOOD STUFF

Your recent offer in the September 15th issue of photocopies of bygone articles you published on camper cruisers reminds me that such good stuff repeated ten years later with any updates is appreciated by new readers and still enjoyed by those who saw it the first time around but have forgotten it. It's like finding great stuff in "Bits and Pieces" in the old "Small Boat Journal".

Roland Anderson, Richmond, VA.

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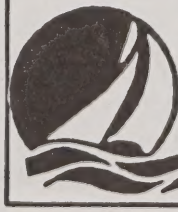
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Cutting the corner between Nauset Marsh and Town Cove in Orleans.

Rowing Club Savors Glow During Waning Days of Fall

By Gordon Bonin

Photos by Barry Donahue

Reprinted with permission from the "Cape Codder"

This is the time of the year "the Cape glows," said one of the rowers as he maneuvered his 20' Grand Banks dory near the town landing on Town Cove in Orleans. Town Cove and its shores were aglow with the diffuse gray light of mid-November. A gauze of thin clouds scattered the light, enriching the colors of the bare, slate-colored trees, deepening the crimson or leather brown of the leaves that still clung to their branches. The marsh grass was a soggy gold, with dark green highlights. Even the dory glowed in its traditional coat of buff trimmed with forest green.

At the landing a small flotilla had put in, the boats ranging in length from 13', 6" long to the 20' dory. All shared the same means of propulsion, muscle power and oars. The string of nine boats and their rowers from the Cape Cod Viking Rowing Club had come to the cove to row into Nauset Marsh. The club is made up of a

group of rowers, who use traditional oar-on-gunwale boats. And the more wood in the boat, the better in members' minds. Many of their boats are described as cedar-on-oak or pine-over-oak, meaning the planks are cedar or oak with oak frames; some are made of plywood. Some boats are trimmed in mahogany or teak. The Grand Banks dory, a work boat made in Lunenburg, Nova Scotia, was built from oak planks and hackmatack, wood taken from the tamarack. The dory is designed to hold 2,600 pounds of fish.

These traditional rowers are akin to those who ride Harley-Davidsons, as a comment from John Aborn of Bourne illustrates. When asked, "Why row when you can motor?", he replied, "If you have to ask, you wouldn't understand what I'd tell you." The reply echoed the slogan on Harley-Davidson T-shirts.

The saying goes time and tide wait for no one. So ride the tide when you can. On this Saturday the rowers took advantage of the last extreme high tide of the year. By 9:45 all the boats were in the water, strung

out along a half-mile stretch, heading toward the mouth of the cove, pulling against the flood tide. Beyond Hopkins Island, near the mouth of Rachael's Cove on the Orleans side, a spot where ducks raft the winter, the boats paused, waiting for the last to launch to catch up. Some of the first to the cove were those with two rowers, the Grand Banks dory, a 15' Whitehall pilot boat, and a 16' Piscataqua wherry, a light rowboat most often used on rivers.

One of the boats rowed by individuals was a 100 pound fiberglass boat 13' 6" long, trimmed with teak. "I wish I knew what it was," said Roy Terwilliger, its owner. "I still haven't figured it out." Mr. Terwilliger, who recently moved to Harwich from Pittsburgh, got the boat from a friend in Annapolis. "It was in terrible shape, sitting upside down in a yard in Maryland," Mr. Terwilliger said. "This is the first time I've ever really used it."

After the boats had joined up, the rowers gammed for a bit, verbally charting their course onto the marsh, then headed down the channel into the blustering wind

Pulling into Salt Pond in Eastham.



on the marsh. Overhead, mergansers and other ducks winged alone or in pairs. A fox trotted along the Eastham side of the cove. Above the creek that tucks in behind Fort Hill and runs between tall bull rushes and phragmites, a pair of great blue herons pitched and pivoted, one driving the other off in an aerial quarrel.

Out on the open marsh the tide was at almost full flood, the water so high that the boats could "skate" across the top of marsh grass hummocks that normally would be exposed. Two of the boats had passengers. In the stern of a 16' plywood Gloucester Gull, a fine-lined dory, Peggy Lynch of East Bridgewater hunkered down, with fur trimmed hood drawn up around her face, while Bernie Smith, also of East Bridgewater, rowed.

Because of the deep water, the boats made a beeline, as best they could, toward the mouth of Salt Pond. As the boats went up the creek into Salt Pond, a little girl flounder fishing looked up and said "Wow..." as the boats passedby.

The boats hauled out at the base of the path that led up to the Cape Cod National Seashore's Salt Pond Visitors Center. After eating doughnuts, muffins or bagels, the group trooped up the hill to the visitor center's museum. They looked over the 18' dory, fully prepared for a fishing trip, on display. The boat had been restored by students at Cape Cod Technical High School.

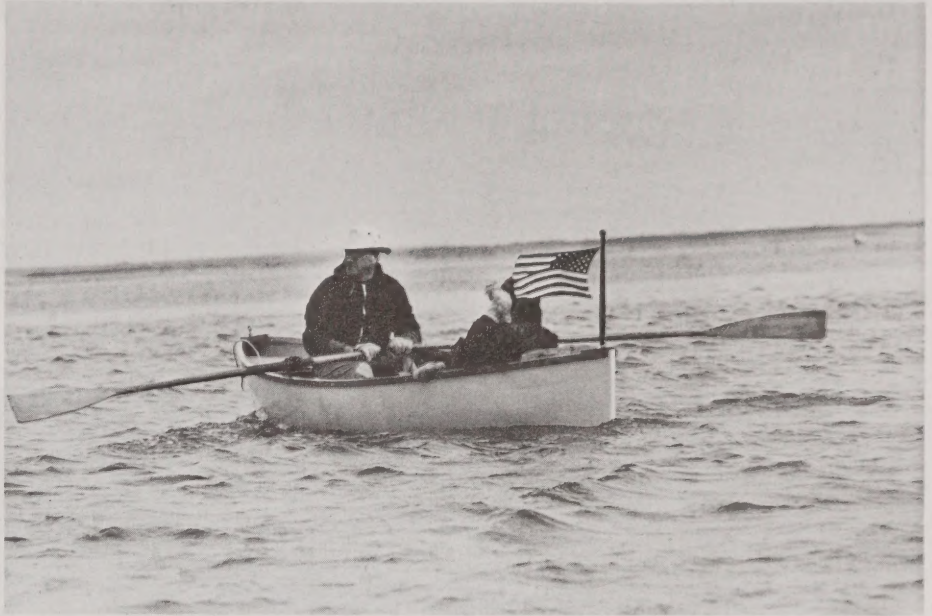
Returning to Town Cove, the rowers now had to fight the ebb as the tide was now dropping. They also had to follow the channels around Fort Hill, the hummocks now exposed. Eventually the rowers trickled up to the dock at the town landing. As the boats hauled out, the rowers and passengers talked about the nearly four-hour row.

One rower said he felt a bit chill out on the marsh. The second answered, "Row harder to keep warmer." "If you like rowing, and there's no ice, you can be comfortable," Mr. Aborn said afterward. Also, rows "in the off season are good because you don't have to compete with motor-boats."

Carl Kirkpatrick had come down with his wife Sheila and his 14' fiberglass Peapod from Peterborough, N.H. The

Kirkpatrick had come down because "at home the water's hard," Ms. Kirkpatrick said. Also, "I like the extended rowing season on the Cape," Mr. Kirkpatrick said. "Today's row was nice. The marsh was different from our regular rows."

When ashore, one rower turned to this reporter, who'd spent the day as the stern-most rower in the dory, and said, "Guess it's time to read 'Captains Courageous' again, eh?"



Carl and Sheila Kirkpatrick came down from western New Hampshire to row.

On the beach at salt pond in Eastham.





Is this winter bliss?



The favored campsite.

Peace and quiet.



A Winter River Paddling Trip

By Lesley Collins

It was a cold wintry afternoon when we slipped our loaded kayaks into the dark waters of the river. We had all driven from different parts of the state to arrive at our launch site, and were anxious to get on the water. We chose to start about twenty miles down stream from the mouth of the river for no special reason perhaps, but for the convenience of the chosen launch site at Hwy. 6. We enjoyed the beauty of the river in the late afternoon and just settling into the repetition of moving our paddles through the water. It has a way of relaxing one's body and mind. We knew as well that we would be looking for an appropriate camp site early, since we were tired already from the long drive and we wanted to be rested up for the "Big Rapids" of tomorrow's journey.

As we explored a small creek entering the river on the east bank, we also spotted our first camp site of the trip. It was a happy group of six that began settling into their own routines of setting up camp for the night; some gathered wood for a camp fire, others readied the outdoor kitchen area, and others slowly gathered their wits about them. Before long, everything was in order for the night, and the crackling fire was generating the heat we needed to stay warm, as the winter evening began to drop its temperature.

The next morning found us awaking to a chilly and damp, but beautiful scene. The river was engulfed in a cloud of moisture just hovering above the water, and it was so very quiet. We quickly broke up camp, leaving nothing behind, and began our journey into a previously unpaddled area to us. And of course, that is what had brought us to this stretch of the river. We wanted to explore what was unknown to us, to experience what we had only heard others speak of, or read of in the river guidebook. We knew from talking to those who had gone before us that this particular section would hold an unknown factor, the "Big Rapids", and we also knew that this would be compounded by the fact that the river was now 14' above normal. So we each paddled along wondering how we would react to this new scene, how would we approach it best?

It was a gorgeous section of the river, densely forested on both sides. There were still a few scatterings of winter's color, but most of the trees had long since dropped any remnants of leaves. Occasionally the call of a bird could be heard, but most seemed to be hiding in some warm spot for now. We moved along steadily, and late in the morning stopped for lunch. We knew we were getting close to the challenge of the day. It was about an hour later that we began to hear the roar of the rapids, it was easily distinguished. We pulled slowly off

to the east bank, as we had been advised, and found a suitable place to pull the kayaks up on the bank securely. It felt good to get out and stretch, and to walk the trail along the high bluff overlooking the rapids. These were real rapids all right, there was no mistaking that fact. We all agreed it had been wise to evaluate this situation.

When the vote was tallied, it was unanimous that we portage the kayaks and gear past the rapids. That sounded like such a smart decision, such a simple decision, just call the llamas over, load them up and get it done. Simple, so simple. But wait, there are no llamas, there aren't even any wheelbarrows, no paved sidewalk, just barely bits and pieces of a trail with occasional three foot drop offs. Oh well we can do it. It couldn't be any further than . . .

As we trekked along the river bank, we found a cheery group of canoeists sitting around in a circle drinking their afternoon beer. They had launched a quarter of a mile upstream, not knowing the rapids even existed, and had unanimously voted to stop right there in the middle of the trail for the duration of their paddle trip. It was going to be a total paddle trip mileage for them of .5 mile logged. We just kept right on trekking down that trail. We were not quitting now, for we were geared up for a five day paddle trip.

It was a good third of a mile later that we found a suitable spot to relaunch our kayaks. There was a level place along the waters edge, no rocks to contend with and there was a suitable spot above to camp for the night. So, the portage began. Six people, five kayaks, and gear for six people for five days on the river. How many trips did we make along that river bank carrying all our gear? Nobody counted, but three hours later we were all tired and ready to collapse into our tents. But who had the energy to put them up?

The following morning found us recuperated and ready to launch into those dark, cold post-rapid waters of the river. We gathered our gear and carried it down the bank to where the kayaks sat poised for the day's journey. It was a cold morning indeed, but what was all this white

stuff covering the water? It looked like snow covered ice. We must have portaged a very, very long way after all, maybe even into another state. Was this a dream? We touched the "stuff"; yes, it was white, feather light, wet, and cold. Well, paddle we would, so we launched into our now white covered, dark water river.

It surely was a cold winter's day. As we paddled downstream, we heard the shrill voices of four canoeist who had taken the chance to run the "Big Rapids", and had obviously been swamped by those 3 foot standing waves. Their gear shot off in ten different directions as the whirling current carried it away from them. For them it was now a cold, wet winter's day. For us it was all downstream, the "Big Rapids" were behind us.

The terrain of the river bank began to change now. It would sometimes have overhanging rock ledges, or it might have high rock bluffs on both sides. It was intriguing and each new bend held another yet unpaddled stretch to explore. We could relax more now knowing the worst was behind us. We found a beautiful creek flowing through rocks down to the river's edge. It created its own little water falls along the way, dumping into small pools of clear water. The forest had opened up for this bubbling creek so the sun could touch its sparkling waters along the way. We stopped here to explore for a while.

The day's end found us camped along the river's edge on a large sand bar, one created by the various flood stages of the river. They usually build up on a curve of the river, and can make a wonderful camp site, providing the sand has dried out. We rested well and laughed about our portage the day before. We wondered how long that cheery group of canoeist would linger on the river bank trail lulled by the roar of the rapids.

Our goal when we launched, was to cover a seventy mile stretch of the river. We were doing well and so we continued along exploring where we might, and totally enjoying the peace and quiet of the river. On one of our side trips up a creek we were delighted to find a log roughly 3" in diameter laying just at the waters edge with

the distinct teeth marks of a beaver. He evidently was a hungry soul for he had eaten every bit of bark off that log of two feet in length. As we glanced along the bank, we saw several more. It must have been a beaver haven.

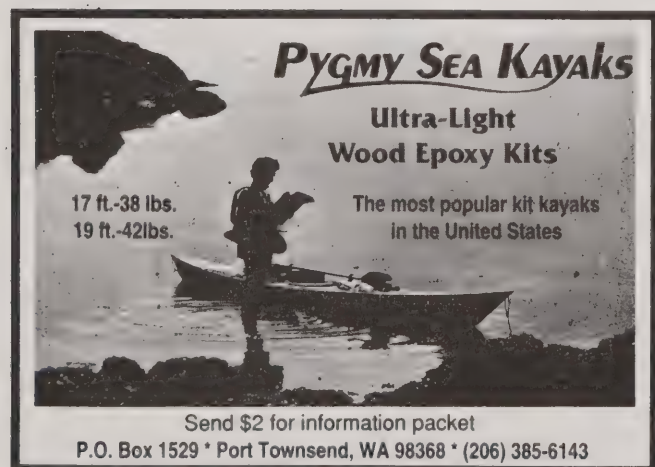
Our last day was an easy one, we paddled only about four hours stopping along the way for lunch and arrived at our destination in good spirits. We had completed our journey safely. We had explored new territory, and seen the "Big Rapids". Few even knew they existed, but we now had seen with our own eyes and heard with our own ears the roar of the "Big Rapids". They were real.

There has been a reason for my not mentioning the name of this river earlier in the story. First of all I wanted you to just enjoy the paddling story. Secondly, I hoped your not knowing where it was would prevent you from assuming any preconceived ideas about the river, and missing the story details.

Our paddle trip occurred in late December, just after Christmas of 1992. We launched some 15 miles east of Jasper at the Highway 6 bridge just 20 miles from the mouth of the river whose origin is in the neighboring state of Georgia. You guessed it. The state is Florida, and the river is the ambling 225 mile long Suwannee River. Its water temperature at 56 degrees was a bit cold for six Floridians. The rapids really do exist, and are full of rocks, as you might have guessed. That mysterious "white stuff" was foam created by the oxygen buildup in the water at the rapids, plus ????? It was some four inches thick in places.

We ended our trip at the Suwannee River State Park, a beautiful park with camping facilities right on the river bank of the Suwannee River. The Suwannee Canoe Outpost (800) 428-4147, provided the shuttle service for us to the Hwy. 6 launch site and also picked us up at the Suwannee River State Park when we finished our trip. It was a grand way to end 1992 and bring in 1993!

(Lesley Collins is a frequent sea kayak paddler, freelance nature photographer and owner of Suncoast Sea Kayaks, Inc. located in Largo, Florida.)




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A Camper Cruiser You Can Backpack

By John Thomson

Let me show you our living room. It's a place comfortably set up to suit our tastes. We sit in comfortable seating or stretch out and relax, read, eat, sleep, play music, (I'm a fiddler and Ruth plays guitar) watch birds, feel the wind, sail, watch remote Adirondack forests slip by. Some living room!

This particular living room, *Loonfeather*, has just enough space for two people to sleep safely and comfortably, sails and rows well, and at forty pounds is easily portable. Now I personally wouldn't want to live here for more than a few days, or a week, (although some might) but those few days can be about as close to paradise as us mortals get to get.

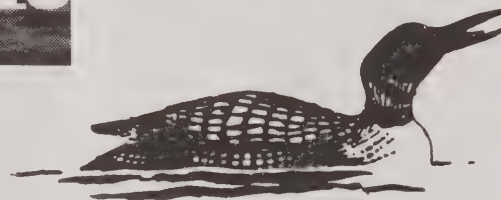
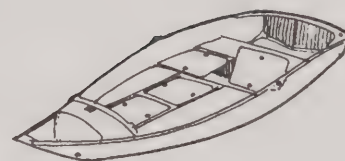
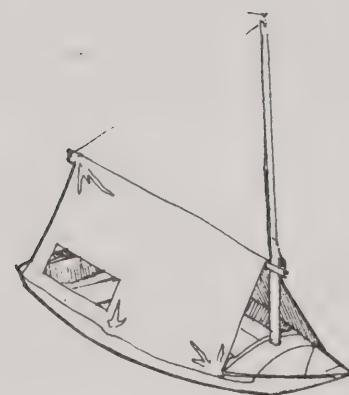
Canoes and kayaks are the two choices for wilderness travel. But his boat makes three, with some differences. You don't just travel in *Loonfeather*, you live aboard. Two people sail facing forward, with high, comfortable back support, side by side so it's easy to point out birds, pass the video camera, study maps, fix lunch. All your gear is within easy reach, and you can move about, stretch out full length on the deck, relax, sunbathe. (if that's your thing) And, if you want, you sleep aboard. It's a clean, critter-free, floating campsite any place you drop the anchor. (Even in remote areas, suitable campsites can be hard to find.) Now I know that two

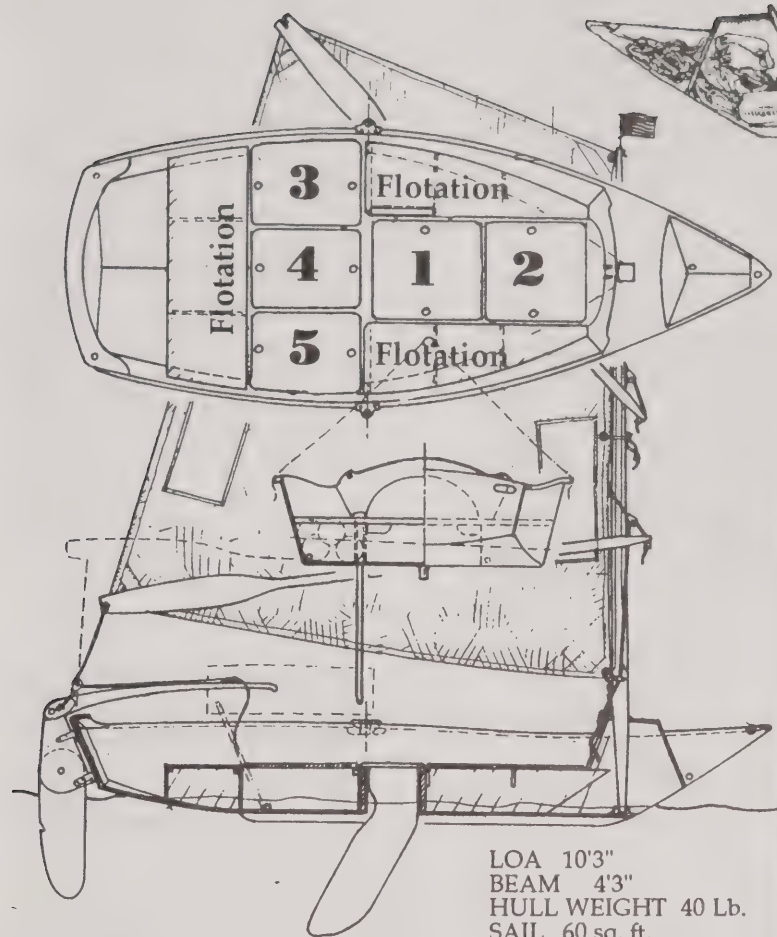
people sleeping aboard a portable boat sounds a tad preposterous, but it works. The four foot beam, and dead flat bottom give amazing "stiff as a church" (well, a chapel maybe) stability and with the boom tent/sail, she's a lot roomier than most backpacking tents.

The idea started when, as a high school kid, I rigged a dish towel (the basic tool of my Vermont summer camp job) on an inner tube and sailed down Lake Champlain. Years later, after sailing lots of "real" boats, I realized that none had given the intimate experience with wind and water that the inner tube had, and that that experience was the reason I was on the water in the first place. So, being an industrial designer, I set out to design a boat, which eventually became *Moondance*, that would come as close to the inner tube experience as possible, but sail well, and keep two people safe and dry. She was to be as small as possible and sailed reclining on a padded deck (if you preferred) with your head up on cushions just above the water where small waves would become events. And she was to be very beamy and flat bottomed, so you wouldn't even think of capsizing. Although I wasn't interested in speed, I was a little afraid that she might be a dog to sail. But she sailed just fine. After years of informal comparisons, she seems to have the exactly same

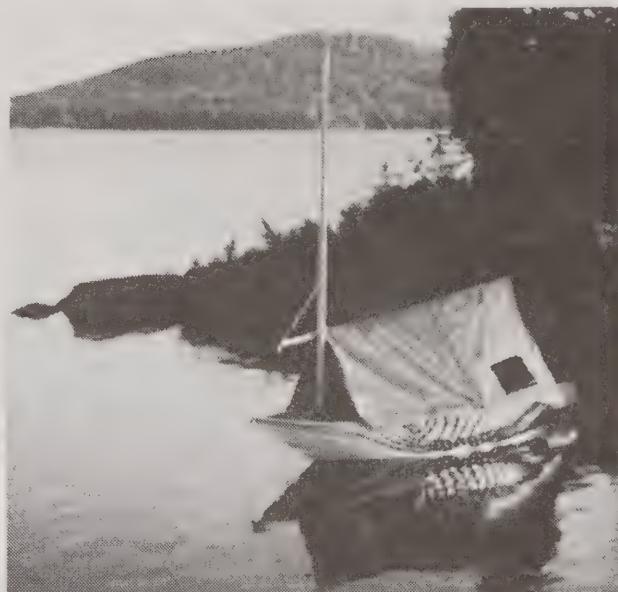
performance as a *Sunfish*. Since the stability was everything I hoped it would be, and she was pretty much a floating bed anyway, it finally occurred to me that you could actually sleep aboard. For obvious reasons it had never dawned on me that two people could sleep aboard an eleven foot boat. So she became a minimal sleep-aboard cruiser. I had been doing short cruises in *Moondance* for about five years, and selling plans which resulted in lots of positive feedback from other sailors, when I realized that the basic design might be lightened enough for easy portaging into remote waters. The result was *Loonfeather*.

The hull form, as in all good boats, is purely functional. the bottom is flat for maximum stability when sleeping aboard. There might be a penalty paid here in terms of performance, but I'm convinced it's minimal. Several years ago I was racing *Moondance* at the Mid Atlantic Small Craft Festival (at St. Michaels Md.- a really fun weekend) and was entranced by the bow wave and sweep of the water along a *Mellonseed* following me. Surely an expression of perfection in naval architectural form. But she was behind me, and stayed there. There was no difference in speed despite *Moondance's* flat hull designed as much for sleeping as for sailing. I've had similar experiences





LOA 10'3"
BEAM 4'3"
HULL WEIGHT 40 Lb.
SAIL 60 sq. ft.



with *Sunfish* and *Beetle Cats*.

The reverse sheer, a form I've never particularly liked, was designed to give a minimal hull maximum freeboard where it's needed when heeling. The upsweep in the bow is to give a safe amount of reserve buoyancy so she doesn't bury her nose when running downwind in a good breeze. I think it also softens the visual effect of the reverse sheer.

Bow rake is fairly extreme, also for reserve buoyancy, and to give a lot of flair forward to keep spray down. Staying dry is more important in a cruising boat than in a day sailor, and *Loonfeather* is about as dry as you could want for a boat of this size. This rake also makes possible a self draining anchor well for anchor, (a sack of local rocks) line, and other wet gear which, on a small boat, would otherwise get everything else wet.

Since weight is a prime design criteria in a boat that goes on your back, the material is 1/8" luan, or more sophisticated (and expensive) marine laminates. This might seem a little fragile, but the bottom up around the chines is fibreglassed, and the keel and the five bulkheads which form the flotation tanks, brace and partition the bottom into nine fairly small areas with minimal flexing. She's had some gut wrenching encounters with rocks with

no damage. But if you have no intention of ever portaging in to remote lakes, the boat can be built just as well with 1/4" material.

These tanks, maybe the biggest I've ever seen in a boat of this size, form structural boxes which make the hull very stiff, but their main function is flotation, another factor more important in a cruiser than a day sailor. They allow her to be easily bailed and even sail when completely swamped. The deck has five hatches with 1 and 2 (in the drawing) covering below-deck storage, and 3, 4, and 5 covering the seating cockpit, and forming high back supports. Together with the tops of the flotation tanks, the hatches make a flat sleeping deck six and a half feet long.

Construction is conventional epoxy stitch and glue, making *Loonfeather*, with the exception of the simplest skiffs, the easiest possible boat to build. Those of you who have never built a boat with this system can't have any idea of how fast, easy, forgiving of errors, and strong, *strong*! this building system is.

The double sprit rig is extremely efficient, well behaved, and has a low center of effort for stability. Since the sail is roughly rectangular, it's easy to use, with the top folded under, as the tent, saving the weight of a separate tent. And the spars double as narrow bladed oars, saving more. The unusual

placement of the windows is so that they are right by your head when you are sleeping aboard.

At this point, I've been sailing *Loonfeathers*, for four years, and done several, short cruises, including two wonderful three day trips on remote Adirondack lakes which required two mile portages. Carrying the boat is quite comfortable on an external frame back pack, and tolerable with makeshift padding. As with a canoe, it takes two trips for two people to get gear and boat to the water. But it's worth it. On both of these "cruises" we saw a couple of canoes during our three days, but otherwise shared the lakes only with the loons. When the wind was down, and the birds were still, the silence was absolute.





Converting a Canoe for Sailing

By Dave McDermott

What is a frustrated sailor who only has a canoe to do? What if there is no room in the yard for another boat, and no desire to pay personal property tax on another hull? Easy; convert a canoe for sailing.

I just finished building and testing a sailing rig for a 17' Old Town. The project was longer and more difficult than I would have guessed, but produced a better sailboat than I expected.

Honorable History

Sailing canoes have been around for ages. It should come as no surprise. The canoe hull, long and sleek with clean entry and exit lines, moves easily with little sail.

Earlier in this century, canoe sailing was more popular recreation than it is now. Old Town sailing canoes from the teens through the 1930's turn up for sale fairly often. The boat building and sailing literature is full of sailing canoe designs going back into the late 1800's.

Contemporary Designs

Sailing canoes are a lot harder to come by these days. A couple of firms still sell complete sail rigs. Plans are available from a couple of sources. A few firms specialize in providing sails cut for use on canoes.

The commercially available sailing rigs rely heavily on aluminum spars. For aesthetic reasons, I wanted wooden spars, so I had to build my own rig. I bought plans for a wonderfully sophisticated sprit sail rig with jiffy reefing from Island Canoes. They market well-crafted sails made by Carl Daniels to go with their rig designs. I'm not interested in racing, so I didn't worry about whether the Carl Daniels sail met the American Canoe Association rules. Sailors who are interested in racing can get class rules, as well as plans and sails for a rig that will meet those rules, from the American Canoe Association.

The Hull

Most canoe sailors will be converting their everyday paddling canoe for sailing. Fortunately, the typical massmarket 17'

canoe is a good shape for sailing. Only radical racing or whitewater canoes, or narrow solo boats, would be poorly suited to sailing.

My boat is an Old Town Discovery 174, one of a series of popular boats from Old Town. The Discovery boats are well designed and inexpensive, so they are gaining a following among canoeists and canoe outfitters. I bought it for paddling the rivers of Missouri's Ozark Mountains and the lakes of the upper midwest. Fortunately, it's a design well suited to sailing as well.

The Discovery hull is made of polyethylene. It's a great material for a canoe, hard to tear yet slippery enough to slide quietly off those rocks that river canoeists cannot always avoid. Polyethylene, however, is almost completely resistant to adhesives. That's a problem, because a sailing rig typically requires that a mast step be glued the bottom of the hull.

The solution to the glue problem appeared to be Old Town's special adhesives and techniques. Their procedure requires preparing the area to be glued by playing the flame of a propane torch over the surface of the hull. No kidding; they really tell you to light a propane torch and run the flame over the bottom of a plastic boat. The technique seems to work well for most glueing jobs. Unfortunately, the leverage developed by a 16 foot mast with 45 square feet of sail is too much for even the special polyethylene glues, so I wound up bracing my mast against the gunwales and thwarts, without benefit of a fixed mast step. Folks with wood, aluminum, or fiberglass boats will have an easier time of attaching a mast step.

The Rig

With the exception of mast supports, I built the rig for my boat from plans provided by Island Canoe. Their plans describe the spars, leeboard, rudder and rigging. I'm not much of a woodworker, and I own no specialized tools, but found the plans well within my modest woodwork-

ing skills.

For mast and boom, I used solid stock from my local lumberyard. The mast was made from standard stair railing stock and the boom is cut from round stock that's sold for holding hangers in a closet. Both pieces needed a little shaping and tapering with a plane, but not much more. The folks at the lumberyard got a good laugh when I told them what I planned to do their railing and closet rod.

The mast is mounted through an additional thwart that bolts to the boat just aft of the canoe's forward seat. Since I still use my boat primarily for paddling, I wanted this thwart to be removable. I accomplished this by recessing bolts in the bottom of the gunwales. The additional thwart can be bolted in place for sailing then removed and left at home on paddling trips.

The leeboard is nothing but a long hunk of marine ply, shaped a bit for efficiency and bolted to a thwart that clamps to the gunwale just aft of the mast.

The rudder is an aluminum sheet I bought from Island Canoe. It attaches to a plywood rudder stock which, in turn, attaches to a two-piece tiller.

There are plenty of alternatives to this rudder design. Rope controls could be attached to the rudder stock. Or, as I discovered when the gudgeons sheared off on my boat's maiden voyage, a canoe paddle makes a perfectly good rudder.

I splurged on rigging and bought wonderful blocks and expensive line. The Island Canoe design uses lots of line and blocks. It's lots more complex than the Lasers, Sunfish and dinghies I grew up on. In addition to the sheet, I needed lines for jiffy reefing and a halyard. Add to that the lacing line that holds the sail to the mast and the snotters to hold the boom, and my 17' canoe starts to feel as complex as a topsail schooner.

Ready to Sail

I started this project in January, confident that I would be ready to sail by Memorial Day. Like all projects, it went a little long and wasn't ready until mid-July.

For her maiden voyage, I packed the bow and stern of my canoe with styrofoam for extra buoyancy in case of a capsize. The extra flotation is something I should have added even if I wasn't going to sail; it will make the canoe safer on paddling trips too. Then we headed for a local lake on a hot afternoon.

Assembling all the pieces for the first time was awkward. First the wooden leeboard refused to stay submerged. Then the sheet turned out to be about five feet too short for comfort. Eventually, all the pieces were together and we were ready for a quick test sail. I pushed away from the dock, pulled the sheet in, pushed the tiller slightly and the rudder fell off. The gudgeons, which I had attached with regular epoxy instead of Old Town's special glue, had sheared off. We paddled to shore to study the situation.

There was nothing to be done to attach the rudder, so we decided to sail her with only a canoe paddle for steering. This time we paddled into deeper water, forced the leeboard down and, with one of us at the sheet and one holding a paddle off the stern, sailed off.

The boat behaves well. She's a little tender, as would be expected from a 36" wide hull with a 16' mast. The 45 square feet of sail drives her well, even with the drag of that enormous leeboard. She's a little slow to tack, but sails closer to the wind than I had been led to expect. And does she ever attract attention.

The lake on which we sailed is home to lots of one-design racing and plenty of large cruising sailboats. We heard "it's a canoe, isn't that neat" from the cockpit of one cruiser. The sailing instructor from a local marina briefly left his students to run his outboard jonboat around us. He gave us a thumbs up, called "great boat," then motored back to his students.

With the varnished wooden spars, all the rigging and a pure white dacron sail, she has a classic look. With the sailors sprawled on the bottom of the hull with their backs on the gunwales, sailing looks like a very laid back enterprise. She will win no races, but works just fine for recreational sailing. With the enormous rated capacity of the hull (about 1000 pounds for paddling) she should be a decent camp cruiser as well.

Sources for More Information:

Island Canoe, 3556 W. Blakely Ave. NE, Bainbridge Island, WA 98110. Books, plans, sails, hardware.

American Canoe Association, Suite B-226, 7423 Albans Station Blvd., Springfield, VA 22150. Plans, sails, racing class rules.

Balogh Sail Design, Star Route 79, Cedar Island, NC 28520.

Nautilus Canoe Company, 162 Chalmers St. Oakville, ONT, Canada, L6L 5R9.

Spring Creek, Inc., Box 246, Mt. Iron, MN 55768.

The leeboard pivots on a bolt attached to a removable thwart.

The mast is braced by its own thwart. Two braces prevent side-to-side motion; a third brace prevents fore and aft movement.



Over the past fifteen years I had built Bolger's Folding Schooner, a Thayer Whitehall and a Monfort Geodesic Whitehall. Finding that I was motoring more and sailing less, I began to look for a motorboat to replace the Thayer Whitehall for use on the Intracoastal Waterway at Hilton Head Island. The first information and drawings of the Micro Trawler that I saw convinced me that it looked like what I needed.

In going over the plans, however, I felt there was too much enclosed cabin and not enough open area. I was looking for a way to open it up, but Bernie Wolfard in "Common Sense News" said, "Micro Trawler is a unified structure and depends on the superstructure for a good part of its strength." After studying the plans some more I decided that a pair of longitudinal braces, along with beefing up the bulkheads, would make up for the removal of the middle third of the cabin.

I used 2"x10" lumber 10' long, which ran from the second bulkhead to the transom at deck height and at the sides of the cabin. The middle third of the cabin was

Another Microtrawler

By John Dresser

eliminated and the pilot house roof was extended back a total of 8'. The rear cabins and two bunks were retained and drop curtains will allow camping out. By assembling the bulkheads and longitudinals a rigid framework was formed on which to assemble the hull upside down.

The sides were fiberglassed before assembly but the bottom sections and seams were fiberglassed while the hull was upside down. After the bottom was painted, the hull was turned over and placed on a trailer. Then the decks, pilot house, rear cabins, controls and motor were added. The longitudinals provide doorsills for the pilot house, backrests for the middle seating area, and the outer sides for the rear cabins.

The changes to the original plans include: 1. Removing the middle third of the cabin. 2. Adding two 2"x10" longitudinals from the second bulkhead to the transom. 3. Extending the pilot house roof to a total of 8'. 4. replacing the galley unit with a second seat. 5. Canting the transom and mounting the motor directly on the transom.

While I had expected a mid-summer launching, working outdoors slowed things down considerably and by late October the windows, upper hull sides and paint were still missing. However, on a beautiful late fall day, we took it to the Erie Canal in Fairport, New York, for a trial run. Fantastic! With its 1965 40hp Evinrude it performed just like expected, jumping up on a plane with no effort at all and riding level at all speeds.

In the spring we'll add the finishing touches, use it on the Erie canal and New York's Finger Lakes in the summer, and take it to its permanent home on Hilton Head Island in the fall.

John Dresser, 55 Holiday Harbor, Canandaigua, NY 14424.



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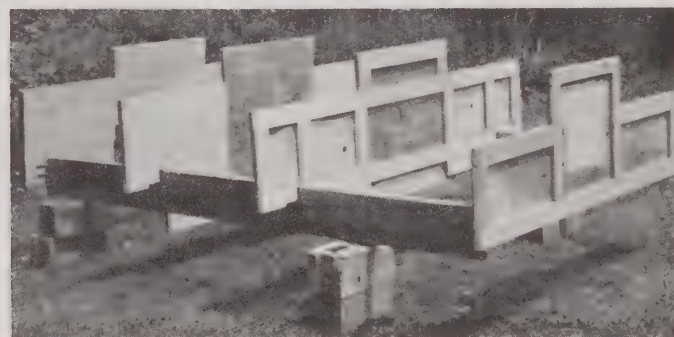
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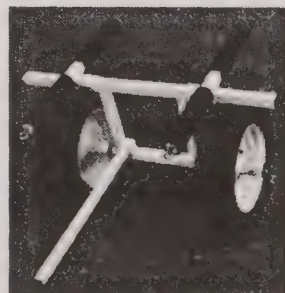
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The Ten Commandments of Amateur Boatbuilding

By Jim Betts

(Editor's Note: Back in 1967, Jim founded the International Amateur Boat Building Society. He has built six of the eleven boats he's owned, two to his own design. He is co-designer with Ted Brewer of the "So-Du-It!" class sailboat, which has been the subject of a couple of stories in "Messing About in Boats".)

When you make that first saw cut in the first piece of wood, your dream boat starts to become a reality. If you're not careful, it can become a nightmare. From my own experience and some years of contact with thousands of amateur builders, I offer some basic advice:

I. If you have never built a boat, start with a bird house. Then do a dog house. If you don't have a dog, give this to a friend. If your dream boat is fairly large, build a dinghy, which you will need in time. Remember, desire is not enough; ability is what counts.

II. Get your plans and study them endlessly. Think through every detail. Picture yourself making every cut and assembling every part.

III. Seek help. In your town, there's someone who's done it. Ask at the local lumber yard and local marine supply or hardware store. There's plenty of free advice and help out there.

IV. If a materials list is not part of the plans, do your own. How much of what size lumber will you need? How many nuts, bolts and screws, etc. of what size? How much fiberglass cloth, resin, glue, etc. will be required? Such a list will enable you to spend less time running back and forth to the suppliers and more time building.

V. Never start a boat that will take longer than two years to build. By that time, your needs and desires will change.

VI. Don't build a dumb boat because it seems easy. Easy is "now;" dumb is "forever."

VII. Spend \$20 or so for a letterhead that proclaims you a Custom Boat Builder. This will get you discounts of up to 50% on major items of equipment directly from the manufacturer. The "real" boatbuilders buy wholesale, but the typical amateur winds up paying retail.

VIII. When you insure or sell your boat, list it as "custom built." An amateur-built boat is hard to insure and nearly impossible to sell.

IX. Measure twice and cut once. The typical amateur builder will waste up to 20% of materials by doing it over. Remember: You can always cut it shorter, but you can't cut it longer.

X. Consider your first boat an educational project. And be prepared to sell it cheap, give it away, or throw it away. It's the second (and so on) boat that will be the real reward. Yes, you can build your own boat for maybe half the price of a similar manufactured boat, but you'll eventually have to sell it for half the price of a used "factory" boat. It's not the money, it's the reward of having done it.

Water Based Primer & Removing Loose Paint

By Michael Briggs

Just a line to let you know a couple of things I have discovered which make my boatbuilding and maintenance easier. As you know, I have seven boats and all of them under 15', so I like to have low maintenance and quick fixups.

First, I use a water based primer (yes water based) that has proven to be long lasting. It adheres well to polyester and epoxy resins and wood and also fills plywood grain well. My brand is Zinsser Bullseye 1-2-3 white pigmented water based interior-exterior primer sealer stain-killer. I think that if you can't get this brand, you can still equal the performance if you look for a primer sealer with the following characteristics.

Interior-exterior rated.

Primer sealer.

Practically no odor when drying.

Top coat in one hour.

Stain killer on crayon, graffiti, grease, water stains, asphalt, creosote, rust and smoke with one coat on most and two coats on some persistent stains.

Fights blistering and peeling.

Sticks to glossy surfaces without preparation.

Covers chalky siding, masonry, metal without preparation.

Can be used under any oil or water based top coats and can be coated with any oil or water based paint (this is a real plus because you can continue to use your favorite paints and colors as the top coats and you never have to worry about compatibility between paints).

For use on new or stripped wood.

Has low flame spread and smoke generation properties.

Can be tinted toward the top color for better coverage.

Can be sprayed without thinning with

airless sprayer.

Has a faint smell of ammonia while still wet.

Pigments composed of 31.8% with titanium dioxide comprising about half of the total pigments.

Vehicle composed of acrylic resins about one third and water and glycol comprising about two thirds.

All of the above information can be found on the outside of the can.

This primer sands very well and fills very well. It will cost about \$20 a gallon so if you find some for \$4 a gallon, be assured you are not getting this stuff. You get what you pay for. I recommend two coats. Everything you use a primer sealer for works better with two coats. In the long run you actually have less work. Sand lightly between coats. A bonus is that you can use this primer around the house for everything thus eliminating the need for keeping two or more types of primer on hand. Also, the more you use it, the more familiar you become with its characteristics.

The other "technique" I use in boat maintenance is in how I get off loose paint prior to priming. I use either a sander or wire brush but then I have noticed there can still be loose paint. I use my compressed air at about 80-100 psi and hold it within one half inch of the surface and move the tip around rapidly. Much more paint will come off with the air pressure, especially if there is resin underneath. OSHA has made it so that you only get about 35 psi out of the typical air chuck so you might have to figure something out to get more pressure. I took mine apart and drilled out the restrictor. Just wear safety goggles and hearing protectors.



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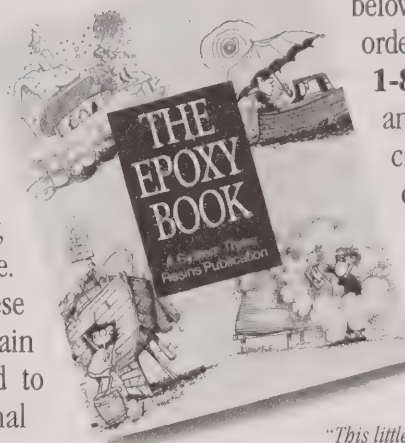
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Boats have continually entered my life to fit the various needs or whims of the moment. The kayak on wheels I towed behind my bike when a kid has been followed by a succession of ever more refined and complicated craft to carry us over salt water and fresh. Great memories were germinated sailing off Maine and Massachusetts while meeting the challenges of weather, navigation, and of course, maintenance.

At the lake in New Hampshire my wife and I recently came to the conclusion that we had reached a very pleasant time in life. Our children had matured beyond the need for water skiing and our grandchildren had not yet begun to request it. We don't miss those hours of greasy turbulence while

The Conversation Barge

By Russ Meade

roaring about with nature-rebuffing internal combustion for they were gone with the sale of the powerboat.

But we found that not every guest was

interested in the rowing dory I built or canoeing the whole lake or sailing the Sunfish. So I was casting about for some craft that would allow about six people to enjoy conversation while cruising around the lake. I had been painfully aware that people in motor boats tend to shout to be heard by each other, allowing all those alongshore to unintentionally share the gossip. I wanted a quiet machine that would encourage its occupants to visit without having their opinions broadcast.

Now a boat to hold that many people led me to think of the ungainly twin pontoon party boat, but that big thing I didn't want. The quiet requirement sent me to research electric motors. I found that normally they come with up to 36 lbs thrust. And then I found I could get a 50 lbs thrust motor that required a 24 volt battery. This sounded like an expensive direction until I learned that two 12 volt batteries wired together in series, rather than in parallel, became a 24 volt battery. And a charger for this system could be had that reads the recharge needed and schedules it by a timer.

Then I struggled over the vessel itself and, as with most of my creative efforts, it was directed by the materials on hand. I did have two aluminum canoes. These could become pontoons and if I could bridge across the thwarts with a light platform I could then build two eight foot long benches facing each other and mount each lengthwise over the centerline of each canoe. It would seem then that I would have a stable craft with much carrying capacity.

An upcoming family gathering brought the need into immediate focus and I scavenged lumber at the dump before it hit the chipper, and milled pieces to dimensions. Then I built two comfortable benches with backs fixed to an eight foot wide frame with a transom on one end. I jury rigged this assembly astraddle the two canoes with various U-bolts. I was delighted when I launched this mess of a boat that it floated with surplus buoyancy, and even if I stood on an outer gunwale the rig would not tip.

A box for the batteries was built from bright mahogany kept from a once owned sailboat, given up when the Coast Guard made us remove all through-hull heads. This was set into one canoe bilge where the leads easily reached the electric motor, and it was satisfying to feel the ease with which we were propelled over quiet water.

There did seem to be need for an improvement in maneuverability, for in turning tight, the propellor would push water against one of the hulls, for the motor hung amidships forward of the sterns. I was thinking about this when my wife sent me to get rid of some old lawn furniture and some scraps of metal cluttering the garage.

Breathless with inspiration, I bolted a metal plate (rudder) to a piece of pipe from the lawn furniture (rudder post) and band-sawed out a piece of maple flooring (tiller). A 2"x4" was clamped across the sterns of the canoes and a snug pipe size hole was drilled in the re-inforced center. Now the steering was under total control and with friends aboard the "Conversation Barge", we quietly tour the scenic lake at cocktail hour and are the envy of all as we whisper by. And the grand kids? They really mess about on it.



What You Are Building



PADDLE OR ROW THIS KAYAK

What do you think of this kayak I have designed? Is it a good idea? I have built and played with five of them. I am now trying 1/8" plywood doorskin to get the weight down.

I am also working on backpack idea to strap it on my back to carry it around dams, portages, rocks, logs, etc. Also in the works is a tent arrangement for sleeping inside the kayak.

I have gotten the cost down to about \$35 and I can knock one out in about four hours with the full size plans. I use cloth for all the seams, which works just fine. I still use plaster of paris powder for thick-

ening the epoxy, works fine.

I figure I can add more flotation under the cockpit sides but I need some space for sleeping bag, cooler, drink, food, oars, outriggers, air mattress, etc.

I'd like to hear what readers think of this.

Ken Brown, 15913 Amherst Rd., Beverly Hill, MI 48025.

Editor's Note: Ken has sold many, many plans for his little "Lark" dory, a boat he says can be built in four hours for \$25. We'll bring you more on this creation in an upcoming issue. It's a great little boat.



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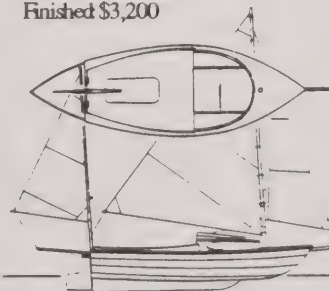


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As the reader might recall from my earlier writing I had some difficulty in finding an engine for the "Bullywooger". My brother-in-law had given me a 40 horse brute which Phil Bolger advised strongly against my using. I considered adding the extra depth to the keel and fins or throttle stops that Phil had suggested, but considering the precious cargo that the "Bullywooger" would carry my quest for a more appropriate engine continued.

I went to several of the boat dealers in the vicinity and was quite disappointed. Most of these "merchants" couldn't be convinced that a 15 to 25 horse short shaft engine with remote controls and electric start was being made, and if such had been available it would be a royal pain for them to order one. It mattered little to one particular OMC dealer in Knoxville that I could show him the engine I wanted in his catalogue. In fact he became insulted when I pointed out to him that the price which he finally quoted for a 25 was the same as he had on a new 40 horse Johnson which was sitting on the showroom floor.

"See," he said "Ya' want a 40 for a 26 foot boat anyway. A 25 won't push such a big boat."

"But it is only four feet wide and it should only weigh around 800 pounds including the engine."

"Look, I been doin' bidnezz in boats for mor'n twenty years and I ain't never heard of no boat that wuz 26 foot long and only four foot wide."

"I built this boat, and the designer said absolutely no more than a 25, and he has been in this business for around forty years."

"Are you trying to tell me how to run my bidnezz?"

"No, I am telling you what I wanted to buy from you. It is in the catalogue, but I will not pay enough for a 40 when all I want is a 25."

"Well then, how much do you think that this 25 that you want custom built should cost?"

I walked over to a long shaft, electric start 25 with tiller steering, looked at the price tag, and offered him that price plus \$250 to cover the cost of the controls. I'll grant that my offer was almost a thousand under his "price", but his response terminated any hope of our ever doing any "bidnezz" together.

The Mercury dealer said he rarely sold just a motor. "Wouldn't you like a nice boat to go with it?"

"I have the boat, I built it myself."

"What!" he gasped in horror, "Are you trying to kill yourself? Boats have to be carefully engineered and tested."

"It was designed by one of the most respected men in the field who has well over 500 (600 now! Congratulations, Phil) different designs to his credit, and I daresay that thousands of his boats have been built."

"OK, so what do you want a 70, 90, or a 125?"

"Just a 25 short shaft with remote controls, and electric starting."

"Look, I been doin' bidnezz in boats for mor'n twenty years and I ain't never heard of no boat that wuz 26 foot long and only needed a 25."

The price he quoted was much more reasonable than the OMC dealer's, but still

There Ain't No Such Thing Anymore! (A Fourth Great Lie?)

Or More Adventures in Instant Boatbuilding

By Robert B. Hoge

it was close to the down payment on the house that Honey has her eye on.

So much for buying a new outboard. My quest continued in the used market.

As this was a modern rendition of an antique concept, I set my sights on finding as old an engine as I could. I had visions of finding an old "knuckle buster" like the old Johnson "Sea Horse 22" that my grandfather use to have. Something so old and neat that it would have the gas tank on top and no cowl. But on investigation I found that such antiques were either still buried in garages and barns or were restored museum pieces with prices close to that of the Hope Diamond. Whenever I did find a vintage engine from the 50's or 60's there was invariably a boat attached to it. I thought that I might buy one of these "package" deals and slip my brother-in-law's 40 on the transom, sell that "package" and make a small profit.

I broached this idea with Anna and Honey one morning as we were eating breakfast. The baby thought that it was a grand idea and gleefully sprayed oatmeal across the table.

"Bo...! Bot!... Boat!"

Honey on the other hand allowed her practical side to rise once again to the occasion.

"And just where the heck are you going to keep this boat till you sell it? Your sailboat fills up the driveway, your speedboat project has filled all of the space that you dare to borrow from Jack, and the partners will ... (do nasty things) if you try to turn the store into a used boat yard."

Each Sunday I would scan the Knoxville paper classified ads but I could never find a good used outboard. I ran after several wild geese, put a lot of miles on the car and spent a lot of time that could have been better used working on the boat or in my store. Finally near the end of March I picked up a tabloid called the "Bargain Mart Classifieds" which one of my employees had left at the store. I turned to the "Boating Section" and there it was.

"1957 18 horse Johnson, runs good, \$350...." The telephone number indicated that the seller lived about 70 miles away, but I gave him a call.

I spoke with the fellow's wife, who really didn't know much about the motor, but she said that she would gladly meet me at their home on Douglas Lake in the morning.

I arrived at their house on a crisp spring morning. The lady showed me down to the dock where the motor was. I had been expecting to find the motor to be a

basket case consigned to a dark corner of the boat house, but I was soon to see that this was not to be the case. Outwardly the outboard appeared to be nearly new, not more than a few years old, but the model and serial numbers proved that it had been made 36 years ago! I have seen a lot of old outboards lately but this one looked great as it sat clamped to the stern of an old 16 foot fiberglass skiff. I gave the motor a good looking at, and even pulled the plugs and checked the compression (100 and 102 psi cold!). The wiring and plugs appeared to be brand new, a fact which the lady confirmed. The magneto, points, plugs, all wires etc., had just been changed, the motor thoroughly tuned and a brand new impeller had been installed in the pump. The lady even had the bill from the shop where the work had been done. The total on the shop bill was nearly half the asking price!

Checking further I saw that in those days outboards were built for both tiller control and remote control with no modification needed. Both sets of controls could be used alternately or simultaneously. This could open up whole new worlds to Honey's concept of back seat driving! All clamps, cranks, pins, and gizmos were in place and I just had to connect the control cables that came with my brother-in-law's old forty for a complete installation.

We slid the skiff into the lake so that I could test the engine. I primed the carb with a couple of pushes on the pump and detected no apparent leaks. I set the choke and pulled the rope. After my fifth pull the lady remarked that her husband had never had to pull more than twice to get it going. I checked and sure enough I had left the shift lever in reverse. With this problem corrected the engine burst to life on my next pull. Looking over the transom I saw that the water pump was working and plenty of cooling water was flowing out through the exhaust. I revved it up a time or two, fiddled with the mixture controls, shifted the gears, and after a couple of minutes I shut the motor down.

The lady suggested that I take the boat out across the lake to see if it was working OK, so I slipped on a PFD and again cranked up the motor. I headed out across the lake gently at first, and then I opened it up. Wow! This was better than I expected.

Roughly comparing the performance of this motor on a heavy fiberglass skiff, with the almost new 20 horse Mercury and light aluminum semi-vee that I had rented at the local marina last spring, I soon realized that they sure don't make 'em like they used to!

I came back to the dock and gave the lady \$350 and she gave me a bill of sale. I had my outboard.

Final Assembly

The Saturday before Easter, 1993, was the first time that I had had in oh so long to work on the boat. This spring was one of the weirdest and wettest of recent memory. Right as the winter weather started to break, there came a tornado which blasted through our town (you might have seen it, it made CNN). The tomado came within a thousand feet of the corn crib, but as luck would have it, we suffered no damage other than the loosening of a tarp. Two week-

ends after that was the "Blizzard of '93". Twenty-three inches of snow will cool the building fever.

The steering gear for the boat was salvaged from a 16 or 18 footer that came to grief when it slipped off of its trailer along I-24 in Nashville. This gizmo was one of the newfangled "push-pull" affairs. The length of the cable was just about right, but with the beam of the "Bullywooger" being only four feet, the bends required behind the dashboard and at the transom were far too sharp for the cable.

I searched for another steering head, but this time I decided to get one of the old style "drum" steering heads, run cables and set pulleys to do the work. Once again I found exactly what I wanted in the catalogue. Unfortunately this was my father's 1959 Perko catalogue, and I soon found that such really were not available except in salvage. I had cast around at many of the boat dealers and marinas in Nashville looking for a "drum steerer", but I never really found a "boneyard" where salvage needs such as mine were considered.

Near to Lenoir City is Kingston, there I found a different OMC dealer with a different sort of an attitude. The salvage was permitted, but his price was still way too high. All of this set me back to thinking about the push-pull system.

How does it work? I considered. There is a rack and pinion gear in the head which is connected to one end of the "push-pull" cable. The sheath over the cable was fastened to the tube that housed the gear. When the wheel was turned the gear caused the rack to move the cable inside of the sheath.

The solution came when I uncoupled the "push-pull" cable and left it in Nashville. I then devised a way of attaching the steering cable to each end of the rack gear. All that was required for this was that I enlarge a hole in the end of the housing to permit the cable with a clamp to

pass in and out of the gear case instead of the "push-pull". I had wondered if I would have enough throw at the engine, but reasoned that the gear was now pull-pulling over the same range of motion as it had been push-pulling, so all should be right.

I had a beautiful morning working under the long deck assembling the steering gear. All of the pieces, parts and cobbled portions began to meld quickly into place. When came to the point of positioning the pulleys (I know I should say sheaves) behind the dashboard I came to realize that alignment was going to be a problem. The tiller cable had to run straight into the rack gear case to avoid chafing. To gain that straight run I would have either had to purchase two more pulleys or scrap the "Push-Pull" which I had converted into a "Pull-Pull".

In the final installation I made a drum to fit over the pinion gear and ended up with a much smoother working system over all.

For a steering wheel I had a choice. I could have used the white plastic wheel which had been attached to the steering head when I got it, but chose instead to use a classic spoked wheel which Dad and I had planned for another boat.

Wes Hardin came by the project to help me hang the engine. As we got the clamp centered on the transom for a first fitting Wes noticed that the jaws on the clamp would open only about an inch and 3/4. The transom naturally was two and 1/8 inches. There was no problem with the clamp, that's just all that it will open up to. In frustration I grabbed up the drill and chucked a disk of #36 grit paper in it and ground away at my beautiful laminated transom enough to slip the motor on figuring to dress up the job when I next got out the fiberglass (for the fourth and final last time).

I spent two mornings of precious stolen time routing a half inch from the inner face of the transom and inlaying an

eighth inch of aluminum plate to reinforce what I had to grind away from the transom.

The Last Step (a Fifth Great Lie?)

The day before Mother's Day, 1993, was a red letter day in the construction of the "Bullywooger". On May 9, the boat was completely assembled. Paint, and varnish were the last step.

The last step before installing the lights, before finishing the trailer (scratch that one, I'll use the sailboat trailer for the first season). The last step before upholstering the seats. The last step before bedding in the new transom plate. Etc.,etc., etc... ..

With the boat fully assembled I sat in the cockpit for close to an hour before I began to take it all apart. Yes, it was quite a dream session, and the seat back will never do as it is now. That seat is both aesthetically and functionally uncomfortable.

I was able to get three-fourths of the paint on the hull before the pace of my fireworks business began to demand all of my time. So as my third Fourth of July in Lenoir City approached, with only one coat of bottom paint left to to apply to the port half of the hull, I had to cover up the "Bullywooger" and snug the tarps down for two weeks. There was no severe weather coming, just the busiest time of the year for my business. I just couldn't afford to leave the store 'til after the Fourth. Like a farmer with his fields ripe I could ill afford to think of anything 'til after "harvest".

Honey was a good sport about being a business widow for those two weeks. Then one evening as I left to go to the store I asked her when supper would be ready. She looked up from her quilting and with the most serious deadpan expression on her face replied, "After the Fourth".

Ah! But after the Fourth I have only the cockpit coamings to install and the bright work to varnish. And of course there is also the conclusion of this trilogy to finish for the gentle reader.

(To Be Continued)

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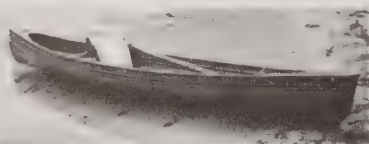
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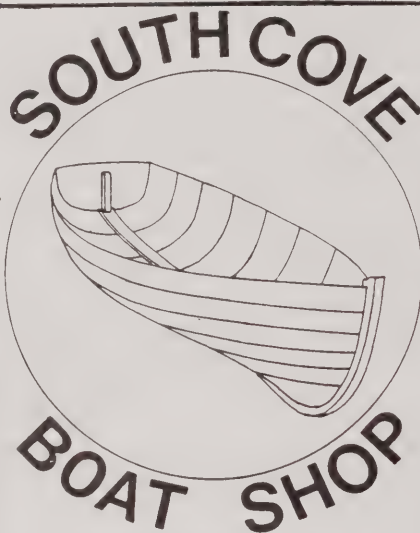
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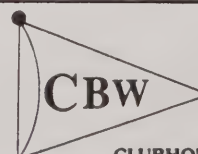
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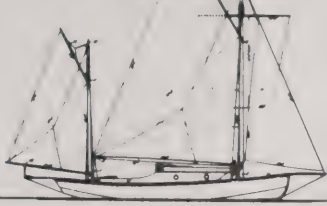


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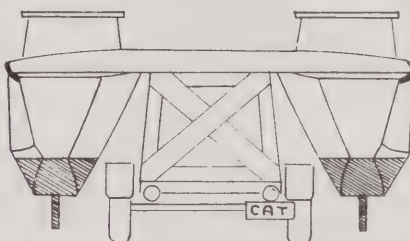
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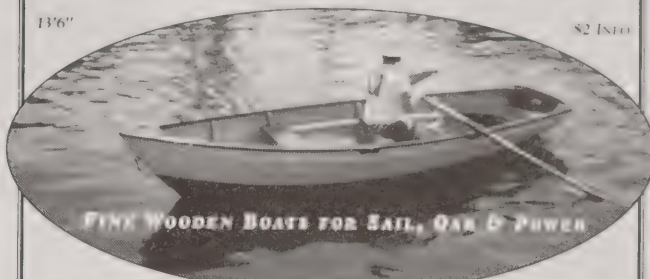
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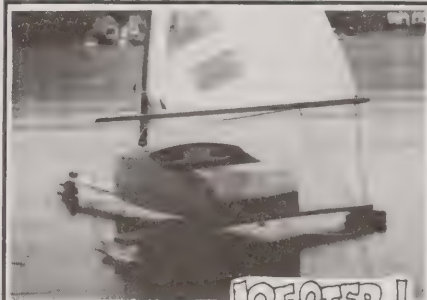


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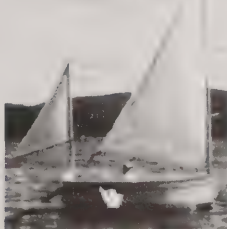
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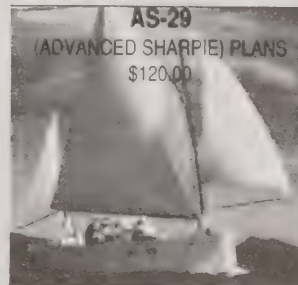
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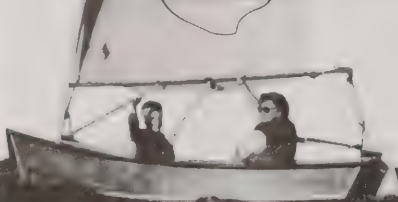
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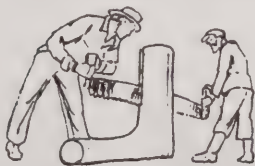
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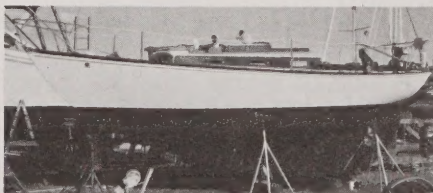
KEVIN MCLAUGHLIN, New York, NY, (212) 288-6746. (18)

'54 CHRIS CRAFT 20' HOLIDAY, sound but nds restoration. No engine, new custom blt trlr, \$3,200. '49 48 cu in hydroplane (Chuck Wagon) w/full race Crosley engine, compl restored on orig trlr. Blt by late Chuck Thompson. Extra engine & parts, \$6,500. 15' dbl ended launch, FG hull w/wood decks & seats. No engine, gd trlr, \$1,200. Gray Marine engine Model 4-91-9000, \$300 or trade for guns. 10hp Chris Craft OB, \$400.

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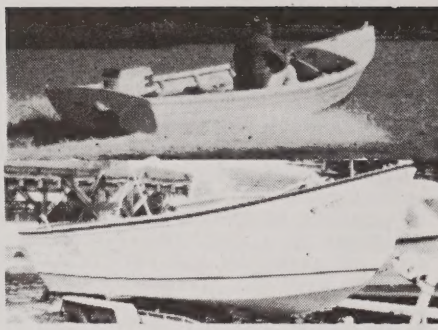
18' WHITE LAPSTRAKE OB RUNABOUT, '56 compl in gd cond w/orig 35hp electr start Gale Buccaneer OB, fwd wheel steering & controls, orig Holsclaw trlr, full canvas, cushions. Maine lake boat never in salt water, third owner since new. Nds cosmetic refinishing, paint, varnish & OB tuneup servicing. \$2,000 firm. BOB HICKS, Wenham, MA, (508) 774-0906, 6-9pm best. (TF)

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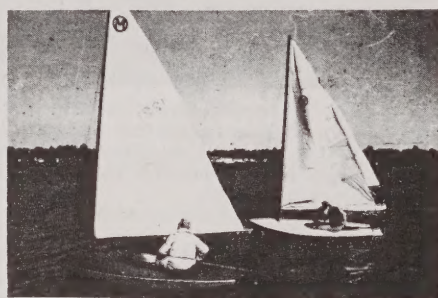
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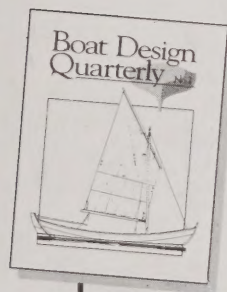
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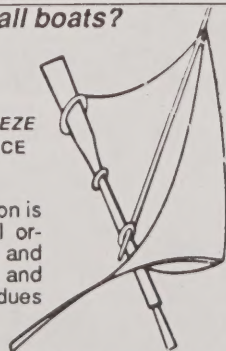
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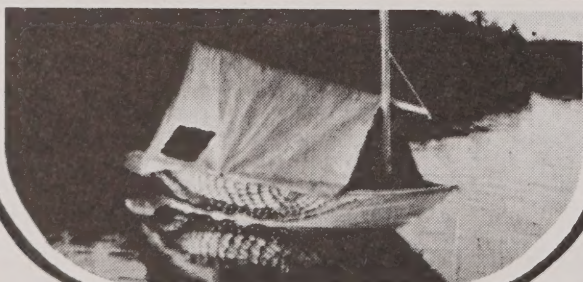
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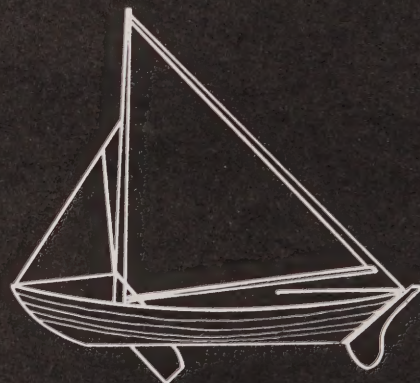
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